



city of
bloomington, minnesota

Policy S-A-1

Curb and Gutter

Issued: 11-4-02

Revised:

Policy Statement:

B618 curb and gutter will be used on all new residential street construction and on all residential street reconstruction projects including where existing curb and gutter is not present.

Questions:

Any questions regarding this policy should be referred to the City Engineer.

Expiration:

This policy will begin with the 2003 construction season.

Background:

The Traffic & Transportation Advisory Commission (T.T.A.C.) and City staff were directed to review residential street policies for the Pavement Management Program. A part of this review included curb and gutter design and use. T.T.A.C. endorsed a policy of B618 curb and gutter on all residential streets.



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Policy S-B-1

**All Residential Streets
Without Curb and Gutter**

Issued: 11-4-02

Revised:

Policy Statement:

Existing residential streets without curb and gutter will be reconstructed to a face of curb to face of curb width as follows:

<u>From Existing Width:</u>	<u>Reconstructed to Width:</u>
28' or less	28'
29 – 30'	30'
31' or greater	32'

Staff may vary from this width for unique situations. Factors for consideration in selecting street widths typically include but are not limited to the following:

- transitions to adjacent curbed sections,
- on-street parking demand,
- right-of-way limits,
- obstructions such as trees or drainage structures,
- terrain,
- construction costs,
- Average Daily Traffic (ADT),
- roadway geometry,
- emergency vehicle access,
- adjacent land use, and
- current width.

Questions:

Any questions regarding this policy should be referred to the City Engineer.

Expiration:

This policy will begin with the 2003 construction season.

Background:

The Traffic & Transportation Advisory Commission (T.T.A.C.) and City staff were directed to review residential street policies for the Pavement Management Program. A part of this review included street widths. T.T.A.C. endorsed a policy of reconstructing existing residential streets, less than 28' wide, without curb and gutter at 28' – 32' in width. T.T.A.C. also endorsed a policy of reconstructing existing residential streets, where the predominant width of asphalt is 28' wide or greater, without curb and gutter, at 28' – 32' in width with B618 curb and gutter.



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Policy S-B-2

**Residential Street Widths –
Existing Streets With Curb and
Gutter**

Issued: 11-4-02

Revised:

Policy Statement:

Existing residential streets with curb and gutter will be reconstructed at the current width when reconstructed.

Questions:

Any questions regarding this policy should be referred to the City Engineer.

Expiration:

This policy will begin with the 2003 construction season.

Background:

The Traffic & Transportation Advisory Commission (T.T.A.C.) and City staff were directed to review residential street policies for the Pavement Management Program. A part of this review included street widths. T.T.A.C. recommended that residential streets with curb and gutter be reconstructed in 2003 at their existing width.



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Policy T-P-1

**Parking Restrictions - Residential
Streets 28' in Width or Less**

Issued: 11-4-02
Revised:

Policy Statement:

When reconstructed, parking shall be prohibited on residential streets as follows:

Street Width

Parking Prohibited

Less than 24'
24' through 28'

Both sides
One side

Questions:

Any questions regarding this policy should be referred to the City Engineer.

Expiration:

Implementation on reconstructed residential streets will occur during 2003.

Background:

The Traffic & Transportation Advisory Commission (T.T.A.C.) and City staff were directed to review residential street policies for the Pavement Management Program. A part of this review led to a recommendation by T.T.A.C. to restrict parking to one side on streets being reconstructed to 24' to 28' in width and prohibit parking on both sides of streets on streets being reconstructed to less than 24' in width as measured face to face of the curb.